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SUBJECT Duties of Train Crews on USSR Railroads/Operating Practice on Moscow-Leningrad Line

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THIS IS **UNEVALUATED** INFORMATION

1. The number of personnel assigned to locomotives on Soviet freight trains depended upon the type of fuel burned in the locomotive. On locomotives which burned liquid fuel (crude oil) there were only two crew members -- the engineer and the assistant engineer. On coal burning locomotives there were three crew members -- an engineer, an assistant engineer and a person who worked outside the cab pushing the coal down where the assistant engineer could get at it. On wood-burning locomotives, which operated in the far north regions, there were four crew members -- an engineer, an assistant engineer, and two people who pushed the fuel down to a position where it could be reached inside the cab. Engineers and assistant engineers on all these locomotives were journeymen. The engineer was in charge of operating the locomotive, and to attain the status of an engineer it was necessary to have received a certificate from a school for engineers, and to have had 50 thousand km of experience in the cab of a locomotive. The assistant engineer was in charge of lubricating the engine, watching the signals from the left side of the cab and of fueling. On coal burners and wood burners he did most of the actual shoveling of fuel into the firebox, and his was truly a back-breaking job. The people who selected the fuel and pushed it down where the assistant engineer could get at it were unskilled laborers who were not qualified to run the trains.

2. The number of conductors on a freight train depended on the length of the train. The main conductor was stationed in a special car one or two cars behind the locomotive. Another conductor was stationed in the last car, and there was usually one stationed at about the middle of the train. The conductor in the middle stood on a platform which was set up for him when the train was

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made up. If the train was unusually long more conductors were stationed on similar platforms at intervals. The main conductor was the boss of the train. He carried all the documents for each car with a description of the material contained in each, the weight, etc. The main conductor was a qualified man -- having received special training for his job. The other conductors were not highly trained. Their main duties were to guard the train and to report anything unusual which they happened to see. They had to know the signals -- and for giving signals they used red and green flags during the day and lanterns at night. For their jobs it was possible to obtain all the necessary training in about one week. The conductor at the end of the train had to be particularly familiar with signals, and he had special duties to perform in cases of emergency. The conductors midway in the train were responsible for watching out on both sides from the platforms where they were stationed. Since they were stationed outside they were sometimes relieved as often as every two hours during cold winter weather.

3. The main conductor was located in a converted freight car which was often equipped with a stove which was used for making tea, etc. There were also wooden bunks in the car where conductors who were off duty could rest. The main conductor remained in this car all the time the train was in motion, and other conductors came to the car when they were not on duty. The other conductors did not have special cars.

4. Each locomotive had two complete crews assigned to it. On the Moscow-Leningrad line a crew would be on duty for 18 hours and then off duty for 36. The locomotives ran only from Bologoye to Moscow, or Bologoye to Leningrad, a distance of about 300 km, and then back to Bologoye which was halfway between Moscow and Leningrad. It took about eight hours to go from Bologoye to Moscow (or Leningrad), the locomotive stayed in Moscow (or Leningrad) for four hours, during which time the crew rested, and then made the return trip to Bologoye. The four hours of rest were divided in half in counting up the actual working time so that the total time from Bologoye to Moscow (or Leningrad) and back was counted as 18 hours. After such a trip the crew was given 36 hours off. At the end of every 600 km (round trip from Bologoye to Moscow or Leningrad and back) the locomotive was pulled out of service for 18 hours for complete lubrication and repairs. After servicing, the locomotive was put back in service by the second crew. The two crews assigned to a locomotive were held responsible for it, and any signs of obvious neglect or failure to report damage, etc, were termed sabotage.

5. On the fast corridor passenger trains the conductors and the locomotive crew were on the same working schedule -- going only half the distance between Moscow and Leningrad, resting at the end of the line for the same length of time, and making the return trip together. On freight trains, however, since the conductors actually had little to do, they usually stayed with the train from Moscow to Leningrad and back. The time it would take to make this trip varied with the type of cargo the train was carrying, the need for the material being shipped, etc, so it sometimes took as long as 24 hours to make the complete trip. The team of conductors would arrange among themselves the working schedule -- but [redacted] it was customary on a trip which took 24 hours, for each member of the team to work about 18 hours and spend the remainder of the time resting. For a trip which took 24 hours the crew would be granted 48 hours off, and thus they would not receive any overtime pay. On a trip such as this the crew members did not work 18 hours straight, but would break up the time into shifts so that they could rest between shifts -- and the total working time would come to 18 hours.

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